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THE CENTER LINE

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MONTANA HIGHWAY COMMISSION

Vol. VII., No. 1.

January, 1964



TWO NEW VEHICLES ADDED TO SNOW REMOVAL FLEET

The Montana MHD has recently acquired two new rotary snow plows which will be used to keep snow from the Missile roads in the Great Falls and Lewistown divisions.

These huge machines have an engine mounted on the rear with approximately 300 horsepower. This is used to power the auger and blower. Another truck engine propels the vehicle in the normal manner, and is about 200 h. p.

Both vehicles are 4-wheel drive, and 4-wheel steering, equipped with air brakes and a gear ratio of 900 to 1, which provides for extremely slow, but tremendous power. They are also capable of 50 mph speeds on dry highways. The width of the cut is 100 inches.



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on which to place these vehicles. Add to that figure the increasing number of foreign imports, as well as the models manufactured prior to 1963, and the figure reaches staggering proportions.

With the advent of more vehicles, and each of them traveling more miles per year, the demand for highways correspondingly increases.

Motorists on vacation or business trips, trucks carrying commodities to and from market, busses hauling children to school, or people across the country, emergency and public service vehicles all make use of our rural and urban highways, and each is the reason for having highways adequate to drive on.

The owners of these vehicles are paying the bill for those roads, too. Every time the bell rings on the gasoline or diesel pump, a portion of the price of each gallon goes to the federal highway fund, and another part to the state highway fund. These are administered and designated for the purpose of building and maintaining highways.

Safety-engineered highways are well worth what they cost to build and maintain. The investment in better highways returns measurable dividends in lives saved and in property damage and injuries avoided.

FROM THE ARCHIVES

A listing of state aid projects for 1918 was recently brought to the attention of Ye Editor.

In those days, state aid was defined in an addenda to the listing of projects. It stated, in part: "At the semi-annual meeting of the Commission on May 6, 1918, there was created an improvement fund of approximately \$120,000. This fund was appropriated for expenditure on main east and west state highways on a basis of not to exceed \$30,000 in each of the four quarters of the state."

"—in general the commission has appropriated an amount equal to 40% of the estimated cost of approved projects, while the county has agreed to defray 60% of such cost." Only \$72,200 was earmarked to be spent, however, and we don't know what happened to the remainder.

AWARD SHEET Project No.	Amount	Bidder	Letting of December 18, 1963 Address
I 15-8(15)357 & I 15-8(16)383 Shelby-Oilmont Jct. & Pondera Co. Line—Canadian Line at Sweet Grass (Seeding) Toole County	\$ 33,068.50	Tschache Brothers	Bozeman, Mont.
I 90-1(23)75, I 90-(26)78 & F 219(19) Alberton E. & W., Alberton E. & Missoula-Arlee (Seeding) Mineral, Missoula & Lake Cos. I 90-1(25)59 Superior-East (Bridge) Mineral County	\$ 3,625.90	Huseby & Smith	Alberton, Mont.
I 90-4(8)226 U1 Butte-East (Road) Silver Bow County	\$ 507,566.85	N. A. Nelson Const. Co.	Sheridan, Wyo.
I 90-4(8)226 U2 Butte-East (Fencing) Silver Bow County	\$ 1,059,830.39	Kiely Const. Co.	Butte, Mont.
I 90-4(8)226 U3 Butte-East (Bridge) Silver Bow County	\$ 20,215.50	Bohleen Const.	Wilsall, Mont.
I 94-4(13)136 Miles City E.&W. (Channel Change) Custer County	\$ 63,662.39	Cahill-Mooney Const. Co.	Butte, Mont.
F 388(7) 10th Ave., So. Great Falls (Lighting) Cascade County	\$ 97,204.35	Peter Kiewit Sons' Co.	Billings, Mont.
S 18(6) Two Dot-South (Road & Bridge) Wheatland County	\$ 7,342.20	Rainbow Electric Co.	Great Falls, Mont.
S 192(7) King Ave., Rd. West (Road) Yellowstone County	\$ 343,720.62	Nilson-Smith Const. Co.	Great Falls, Mont.
S 413(3) & S 414(3) Hall E. & W., (Road) Granite County	\$ 147,458.93	Schultz & Lindsay Const. Co.	Fargo, N. Dak.
S 418(3) Poplar N. & E. (Road & Bridge) Roosevelt County	\$ 333,208.93	Maronick Const., Co., Inc.	East Helena, Mont.
	\$ 149,403.62	F. L. Flynn & Co.	Billings, Mont.

SOMETHING TO THINK ABOUT

When you stop to consider that 9,108,678 vehicles were manufactured in the United States in 1963, it takes lots of miles of highway to accommodate them. This figure, from the Automobile Manufacturers' Association, is indicative of the need for modern highways

The project included:

1. Deer Lodge-Nimrod, in Powell and Granite Counties. Re-location, re-shaping and graveling. State cost \$15,000.

2. Belton-Glacier Park in Flathead county. Location and construction of 45 miles, county share \$10,000. State, \$15,000.

3. Belgrade project, in Gallatin County. Road change—construction. County \$1,800, state \$1,200.

4 & 5. Lohman project, in Blaine County. Gravel surface for five miles, tied with Zurich-Madras, also in Blaine County, 4.5 miles. County \$12,000, State \$8,000.

6. Saco flats, in Phillips County. Gravel surface for two miles. County \$6,000. State \$4,000.

7. Glasgow, gravel surface, six miles. County \$12,000. State \$8,000.

8. Libby, gravel surface, nine miles. County \$5,000. State \$5,000.

9. Baker-Ekalaka. Relocation and construction, 32 miles. County \$15,000. State \$10,000.

10. Yellowstone Trail, East of Miles City. Gravel surface, seven miles. County \$9,000. State \$6,000.

MONTANANS GET LION'S SHARE

During the year 1963, there were 121 contracts awarded in the total amount of \$48,234,162.37. These 121 contracts were awarded to 61 individual contractors or combination of contractors such as joint venturers.

Of the 61, 55 were Montana contractors, and six were out-of-state. Therefore, Montana contractors were awarded a total of \$42,897,635.76 of the total amount let to contract, or 88.9%.

There are 242 contractors prequalified to bid on highway projects. Of this number, 134 are from Montana.

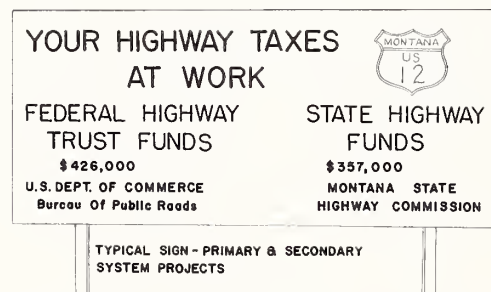
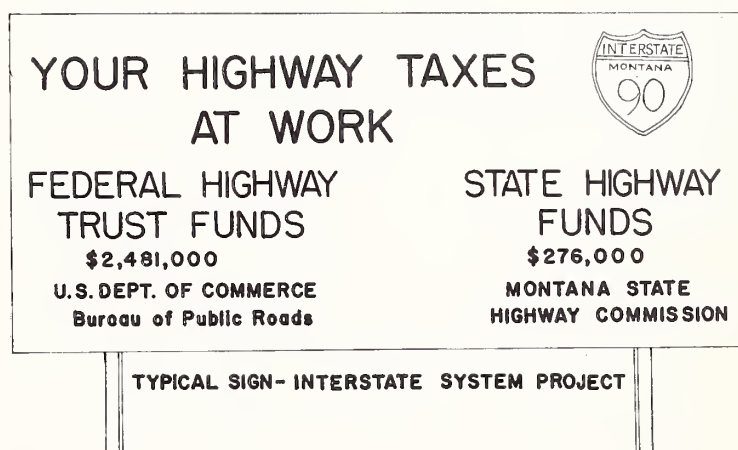
BOWLING TOURNAMENT!

As soon as possible, will each Division please submit to the Bowling Committee, Box 1359, Great Falls, the number of teams you contemplate sending to the State-wide Bowling tournament to be held in Great Falls, April 18-19th. We need an approximation so we can start arranging our schedules.

NEW CONSTRUCTION IDENTIFICATION SIGNS TO APPEAR ON MONTANA HIGHWAYS.

Heretofore, the large signs which marked the beginning of a construction project in Montana, have given the basic facts about the project, such as its length, and cost. This latter item has been divided into the amount of "state funds" involved, and the amount termed as "federal-aid funds."

The accompanying illustration shows the pattern to be followed on all signs to be erected from now on.



Interstate projects will have a sign 6 by 12 ft. in size, Primary and secondary signs will be 4 by 8 ft.

The wording change has been brought about through the efforts of AASHO and other interested groups, to establish a better understanding of the source of funds for highways. It is felt that this new legend will better explain to the highway user that instead of "federal aid", the money for construction comes from the Federal Highway Trust Fund which is administered by the Bureau of Public Roads.

This trust fund receives its monies from the gasoline taxes collected when fuel is purchased for vehicles using the highways.

RECORD OF AWARDS 1963

1958. \$ 37,250,000.00 1960.....\$ 30,863,580.00
1959\$ 20,621,115.00 1961.....\$ 42,627,666.00
1962.....\$ 45,722,144.85

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
MILES OF INTERSTATE	12.738	0	4.328	9.554	17.345	0	5.841	0	12.764	0	0	2.837
MILES OF PRIMARY	2.423	0	0	5.275	20.375	35.764	17.703	8.039	9.177	15.685	5.506	0
MILES OF SECONDARY	3.696	11.967	37.737	12.643	6.308	21.808	10.923	12.513	0.891	7.559	19.337	15.682
MILES OF URBAN	0	0	0	0	0.816	2.591	2.416	0	0	1.466	0	0
FEET OF STRUCTURES	2651.94	2340.34	158.00	806.5	1152.75	1798.00	1,697.98	2963.15	542	975.22	671.5	1637.75
\$ INTERSTATE	6,473,820.76	1,900,654.50	1,718,162.77	2,692,201.70	2,638,940.40	781,991.21	5,535,926.35	527,753.01	3,697,864.76	471,284.13	384,346.63	1,785,173.88
\$ PRIMARY	included abv.	983285	0	474,276.20	1,240,528.15	1,044,224.38	861,555.42	1,278,936.24	1,025,000.00	2,296,310.89	507,254.03	7,342.20
\$ SECONDARY	307,797.93	716,726.01	2,296,843.36	458,375.49	417,699.92	504,451.78	594,417.79	2,006,475.45	220,722.97	416,917.31	903,369.10	973,792.10
\$ URBAN	0	0	0	0	102,105.51	208,380.87	179,611.09	0	0	68,224.92	0	0
TOTAL \$ FOR MONTH	6,781,618.70	2,627,213.36	4,015,006.13	3,740,941.39	4,652,727.98	2,330,667.38	7,173,306.05	3,813,164.70	4,943,587.73	3,360,987.25	2,028,633.52	2,766,308.38
TOTAL MILES INTERSTATE	12.738	12.738	21.549	31.103	48.448	48.448	54.289	54.289	67.053	67.053	67.053	69.890
TOTAL MILES PRIMARY	2.423	2.423	2.423	76.98	28.073	63.837	81.540	89.579	98.756	104.441	109.947	109.947
TOTAL MILES SECONDARY	3.696	15.663	53.4	66.043	72.351	94.159	108.082	120.595	121.486	129.045	148.382	164.064
TOTAL MILES URBAN	0	0	0	0	0.816	3.407	5.823	5.823	5.823	7.289	7.289	7.287
TOTAL STRUCTURES	2651.94	4,892.28	5406.28	6,212.78	7,365.53	9,163.53	10,861.51	13,824.66	14,366.66	15,341.88	16,013.38	17,551.13
SUPPLEMENTAL & OTHERS	0	0	0	225.015	0	0	0	0	0	0	0	1.058
MAINTENANCE	0	0	0	116.088	223,454.00	0	0	0	0	108,250.00	233,663.75	0
FENCING MILES	14.616	4.483	6.416	7.655	17.345	0	5.841	8.194	15.412	0	0	2.837
SIGNING	8,170	0	0	11,565	0	5,558	8,167	118,989	18,901	1,466	3,072	0
SEEDING	0	79.341	0	0	0	0	78.575	48.746	0	0	11,565	31,230
TOTAL DOLLARS	6,781,618.70	9,408,832.06	13,423,838.19	17,164,779.58	21,817,507.56	24,448,774.94	31,321,480.99	35,346,456.9	40,078,233.42	43,439,220.67	45,467,854.19	48,234,162.37

* a new high

MHD APPRAISAL COURSE I

Twenty-nine men attended the 2-week Appraisal Course I, which was conducted between November 4-15 at the Helena headquarters building. Richard I. Hoover and H. Scott Johnson were instructors. This course is similar to the one conducted by the National Appraisers Institute, except that credits are not given. The training session was based on how to appraise property and establish its true market value.

Lew Chittim, right-of-way engineer stated that in his opinion the course was invaluable both to the property owner, and to the taxpayer in that the appraisal of properties can be more efficiently and fairly made, and the work of building highways can be more speedily expedited with a resultant lower cost to the public.

The combined Appraisal Course II and III was held in Helena from Jan. 6 to 24. Those who had taken Course I were eligible to enroll in the advanced course.

In addition to Highway personnel, there were independent appraisers, and forest service employees who availed themselves of the training program.

Those enrolled in Course I were: Lee Eslick, Independent; Marvin Wise, Robert Hut-ton and Lowell Meyers of Great Falls; M. Dean Knapp, John Scrader, Walter DeVoy, and Kenneth Cress of Glendive; Dale Har-charick, Melvin Storm, Robert Remer and John Hanner of Billings; John Michunovich, Joseph Michelotti, and Walter Sagunsky of Butte, Walter Gibson, George B. Chaffic and Lewis Sturges of Helena; Carr Cleveland and Gerald Charlton of Lewistown; Wesley E. Green and five Forest Service employees.

NEWS FROM THE DIVISIONS

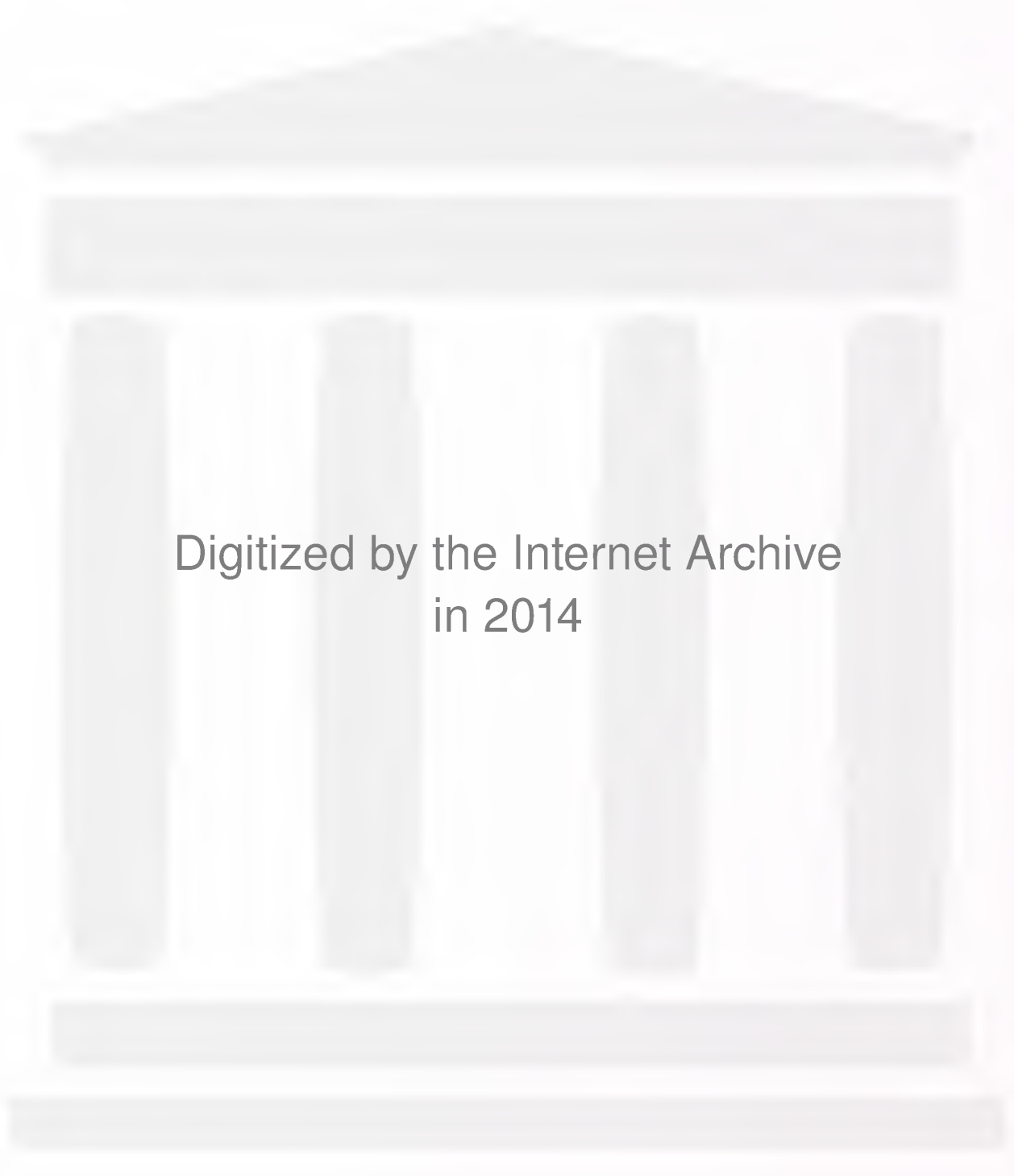
Dan Maier, draftsman for the Planning Survey Division of Helena, and Jean Simen-son from Victor were married December 14 in Missoula.

James Sveinson, fieldman for Planning Survey Division and Donna Grover, both of Helena, were married December 21.

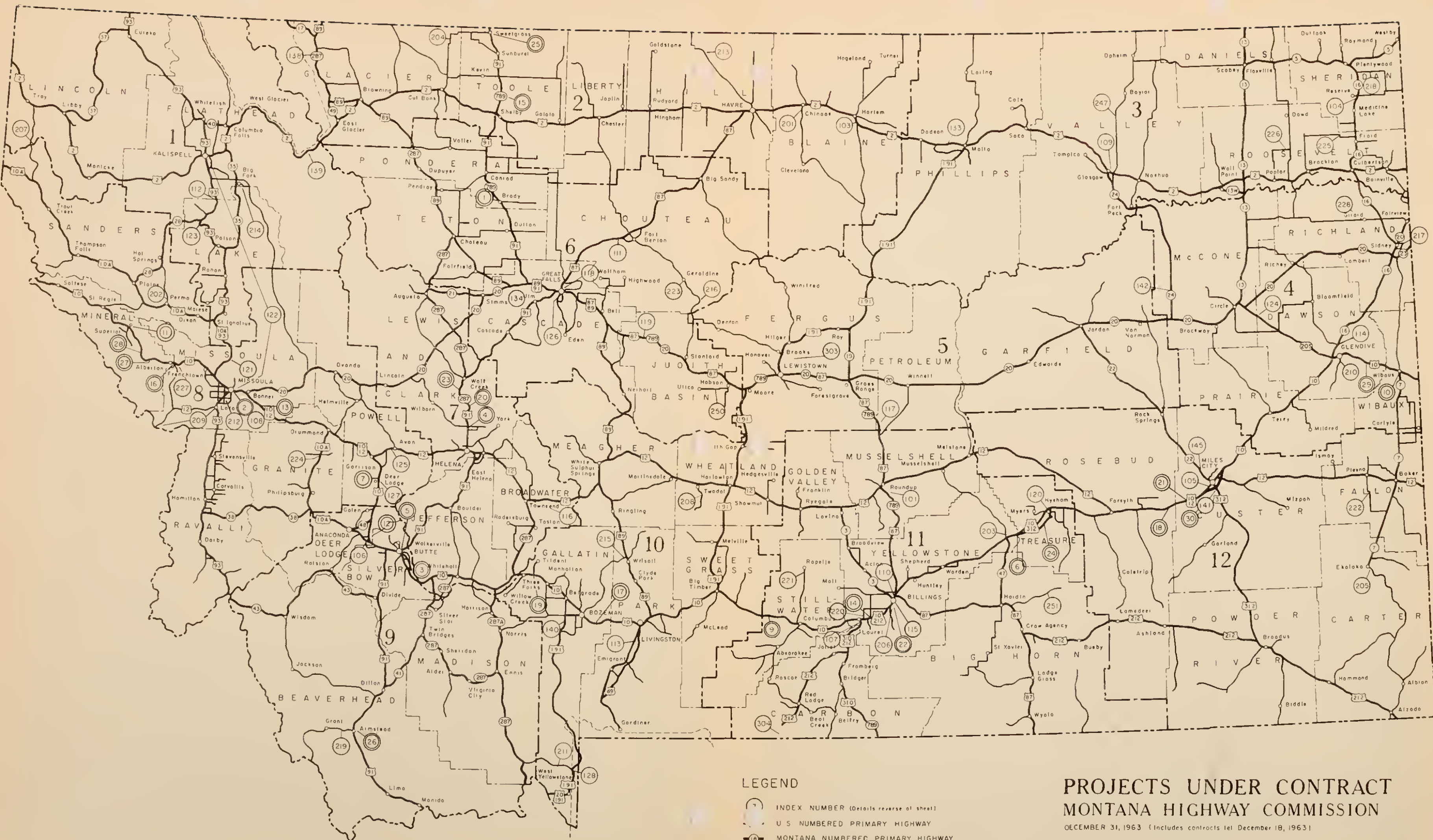
After an extended illness, and an opera-tion, Carl Wirth is back on the job.

Donald MacPherson, chief counsel for the MHD, underwent surgery on his back, and has returned to his job for a while. Don says he will have to have another operation later on which will probably lay him up for about six weeks.

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH	TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS				
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles	grade, drain, aggregate & plant mix bituminous surface. (U. S. 87 - S. of Roundup).
103	F 152 (7) U 2	8-31-64	One 213-ft.	prestressed concrete beam bridge-Milk River. One large structural plate pipe - Indian Service Irrigation Canal. (U. S. 2 - S. of Harlem).
	F 193 (13)	5-15-64	11.6 miles	grass seeding. (Montana 16 - Medicine Lake N.).
	F 135 (18)	5-15-64	0.6 miles	seeding & mulching. (U. S. 10 - W. of Miles City).
106	F-FG 68 (12) U 1	9-1-64	2.7 miles	(four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U. S. 10A - E. of Anaconda).
	F-FG 68 (12) U 2	5-15-64	Four prestressed concrete beam bridges,	dual 70-ft.-Clark Fork & dual-148-ft.-NP RY. (U. S. 10A - E. of Anaconda).
	ROW-F-FG 68 (8)	5-15-64	2.7 miles	fencing. (U. S. 10A - E. of Anaconda).
107	F 134 (6)	9-30-64	0.7 miles	grade, drain, surface & plant mix bituminous surface. (U. S. 212 - Laurel S.).
108	F 219 (18)	6-15-64	0.2 mile	grade, drain, aggregate & plant mix bituminous surface. One 65-ft. prestressed concrete beam bridge-Rattlesnake Creek. (U. S. 10 - In Missoula).
	F 144 (8)	5-15-64	4.7 miles	grass seeding. (U. S. 2 - Glasgow E.).
110	F 187 (13) F 230 (7) & U 296 (14)	5-15-64	0.1 mile	lighting & signing at Intersection U. S. 10, 212, 87 & 312. (U. S. 10 - Billings).
111	F 149 (19) & F 252 (15)	9-15-64	9.8 miles	grade, drain, surface & plant mix bituminous surface. (U. S. 87 - S.W. of Fort Benton).
112	F 191 (24)	8-31-65	5.9 miles	grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 93 - S. of Kalispell).
113	F 217 (11)	10-15-65	9.2 miles	grade, drain, aggregate & plant mix bituminous surface. Relocate portion of NP 47 tracks. (U. S. 89 - S. of Livingston).
114	F 245 (16)	10-30-64	5.3 miles	grade, drain, aggregate & plant mix bituminous surface. One-112-ft. prestressed concrete beam bridge - Deer Creek. (Montana 16-N. E. of Glendive).
115	U FG 228 (16)	5-15-64	1.5 miles	grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U. S. 10 - In Billings).
	F 228 (19) U 1	9-1-64	0.6 mile	grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U. S. 10 - West Billings Interchange).
	F 228 (19) U 2	9-1-64	0.6 mile	fencing. (U. S. 10 - West Billings Interchange).
	F 228 (21)	5-31-64	1.5 miles	signing, signals & lighting. (U. S. 10 - In Billings).
116	F 264 (8)	10-31-64	6.4 miles	grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 12 - Townsend E.).
117	ROW F 28 (3)	5-15-64	5.8 miles	fencing. (U. S. 87 - S. of Grass Range).
118	F 149 (20)	6-30-64	0.4 mile	signing & delineation. (U. S. 87 - N. of Great Falls).
	F 395 (3) & F 395 (5)	6-30-64	1.5 miles	signing & delineation. (14th & 15th St. - In Great Falls N.).
119	F 235 (25)	5-15-64	7.6 miles	grade, drain, surface, plant mix bituminous surface. One-81-ft. prestressed concrete beam bridge-Otter Creek. (U. S. 87 - W. of Stanford).
	F 235 (31)	5-15-64	4.0 miles	plant mix bituminous surface. (U. S. 87 - W. of Stanford).
120	F 114 (5)	9-1-64	2.4 miles,	grade, drain, surface & plant mix bituminous surfacing. (Hysham connection to Interstate).
121	F FG 219 (16) U 1	5-15-64	9.8 miles	grade, drain, surface & plant mix bituminous surfacing. (U. S. 10 A - N. W. of Missoula).
	F 219 (19)	5-15-64	9.8 miles	seeding & mulching. (U. S. 10 A - N. W. of Missoula).
122	F 9999 (1)	1-31-64	11.9 miles	signing. (U. S. 10, 10 A, & 93 - Missoula to Kalispell).
123	F 191 (20) U 1	5-15-64	7.3 miles	(2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U. S. 93 - N. of Polson).
124	F 246 (13)	11-15-64	9.2 miles,	grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20 S - S.E. of Circle).
125	F 249 (15)	1-31-64	0.6 mile	grade, drain & slide area stabilization. (U. S. 12 - E. of Garrison).
126	U 227 (6) & F 388 (6)	5-15-64	2.6 miles	street widening, curbs, plant mix bituminous surfacing, traffic signals & signing. (10th Avenue S. ByPass-In Great Falls).
	F 388 (7)	6-30-64	0.6 miles	highway lighting. (10th Avenue S. - In Great Falls).
127	F 184 (15)	5-15-64	1.1 miles	seeding & mulching. (U. S. 10 N. of Deer Lodge).
128	ERFO 41 (1)* *	1964	1.0 mile	grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge - Cougar Creek. (U. S. 191 - N. of W. Yellowstone).
	F 153 (9)	5-15-64	9.0 miles	grass seeding. (U. S. 2 - E. of Dodson).
134	F 176 (7)	7-30-64	5.3 miles	grade, drain, surface & plant mix bituminous surfacing. (Montana 20 - E. of Simms).
138	F 210 (3)	5-15-64	6.0 miles	plant mix bituminous surfacing. (U. S. 89 - N. W. of Browning).
	F 227 (5)	5-15-64	4.0 miles	plant mix bituminous surfacing. (U. S. 89 - N. E. of Browning).
	F 227 (6)	5-15-64	4.3 miles	grade, drain, surface, & plant mix surfacing. (U. S. 89 - N. W. of Browning).
139	FHP 13-3 (1)*	1964	4.1 miles	grade, drain & base. One 60-ft. reinforced concrete bridge-Bear Creek. One 26-ft. concrete slab bridge-Devil Creek. (U. S. 2 - S. W. - E. Glacier).
	F 209 (4)	9-15-64	5.5 miles	grade, drain, aggregate & plant mix bituminous surface. Four 20-ft. concrete bridges. (U. S. 191 - W. of Bozeman).
	F 86 (22)	5-15-64	0.8 mile	seeding & mulching. (U. S. 10 - S. W. of Miles City).
	F 315 (17)	5-15-64	12.0 miles	grass seeding. (Montana 24 - S.E. of Fort Peck).
	F 315 (18)	5-15-64	11.4 miles	grass seeding. (Montana 24 - S.E. of Fort Peck).
145	F 157 (19)	7-15-64	10.9 miles,	grade, drain, surface, & plant mix bituminous surface. widen one-164-ft.-Concrete T Beam bridge to 28-ft. roadway S. Fork Sunday Creek. One 122-ft.-prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22 - N.W. of Miles City).
FEDERAL AID SECONDARY PROJECTS				
201	S 311 (5)	8-31-64	0.9 mile	grade, drain, aggregate & road mix bituminous surface. One213-ft. prestressed concrete beam bridge-Milk River. (S. of Chinook)
202	S 58 (6)	8-31-65	1.1 mile	grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded steel plate girder bridge-Flathead River. One 128-ft. prestressed concrete beam overpass - NP RY. (Perma North).
203	S 236 (8)	8-30-64	1.2 miles	grade, drain, surface. One 562-ft. riveted plate girder bridge. (N. of U. S. 10 & Montana 47).
204	S 316 (11)	9-30-64	7.6 miles	grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank).
205	S 318 (4) & S 347 (11)	8-31-65	8.2 miles	grade, drain, aggregate & plant mix bituminous surface. (Ekalaka S.).
	S 318 (3) & S 347 (10)	8-31-64	8.2 miles	fencing. (Ekalaka S.).
206	S 192 (3)	5-15-64	Dual prestressed concrete beam bridges-I 90 Separation.	(S. W. of Billings).
	S-SG 192 (4) U 1	9-1-64	1.0 miles	grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange).
	S-SG 192 (4) U 2	9-1-64	1.0 miles	fencing. (Connection to W. Billings Interchange).
207	FHP 5-1 (1) 2 (2) *	1964	13.8 miles	plant mix bituminous surfacing. (S. of Troy).
208	S 18 (6)	10-30-64	7.3 miles	grade, drain, aggregate & plant mix bituminous surface. One 112-ft. prestressed concrete beam bridge-Musselshell River. (Twodot S.).
209	FHP 11-1 (1) & S 391 - FH*	1964	32.5 miles	grading, drainage & base. Raising of three timber bridges-Lolo Creek. (U. S. 12 - Lolo to Idaho State Line).
210	S 359 (7)	10-15-64	3.0 miles	grade, drain, aggregate & plant mix bituminous surfacing. One 50-ft. treated timber bridge-Drainage. (Glendive S.).
211	ERFO 41 (1) **	1964	15.6 miles	grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75-ft.-Grayling Creek & 124-ft.-Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone).
212	S 218 (7)	6-15-64	1.0 mile	grade, drain, aggregate & plant mix bituminous surface. (Russell St. - S. of Missoula).
213	S 301 (13)	9-1-64	5.0 miles	grade, drain, aggregate & plant mix bituminous surface. (N. W. of Havre).
214	S 65 (6)	5-15-64	4.9 miles	grade & drain. One 245-ft. prestressed concrete beam bridge - Swan River. (S. of Big Fork E.).
215	ROW S 370 (13)	5-15-64	Reset 239 rods	of fencing. (W. of Wilsall).
	S 370 (15)	5-15-64	6.7 miles	grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Wilsall).
216	S 307 (14)	9-1-64	6.1 miles	grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S. E. of Geraldine).
217	S 389 (3)	5-15-64	2.7 miles,	grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop).
218	S 417 (3)	9-15-64	7.3 miles	grade, drain, aggregate & plant mix bituminous surface. (S. E. of Plentywood).
219	S 85(00) U 2 & S 85 (3) U 2	5-15-64	Three prestressed concrete beam bridges.	One 92-ft. & 71-ft.-Horse Prairie Cr. (Armstead W.).
220	S 192 (7)	9-30-64	3.2 miles	grade, drain, aggregate & plant mix bituminous surface. (N. E. of Laurel).
221	S 129 (8)	5-15-64	7.0 miles,	grade, drain, surface, & plant mix bituminous surfacing. (Rapelje S.).
222	S 401 (3) U 1	5-15-64	8.2 miles	grade, drain & aggregate surfacing. (Plevna S.).
	S 401 (3) U 2	6-30-64	Two 132-ft.	prestressed concrete beam bridges - Sandstone & S. Fk. Sandstone Cr. (Plevna S.).
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles	grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. Of Geraldine S.).
224	S 413 (3)	10-30-64	1.9 miles	grade, drain, aggregate & plant mix bituminous surface. One 102-ft. prestressed concrete beam bridge - Flint Creek. (S. of Drummond E.).
	S 414 (3)	10-30-64	2.5 miles	grade, drain, aggregate & Plant mix bituminous surface. (S. of Drummond W.).
225	S 200 (5)	5-15-64	13.2 miles	(part aggregate surface) plant mix bituminous surfacing. (Froid W.).
226	S 418 (3)	8-31-64	0.7 miles	grade, drain & aggregate surface. One 245-ft. prestressed concrete beam bridge - Poplar River. (N. E. of Poplar).
227	S 407 (2)	10-31-64	0.3 miles	grade, drain & aggregate surface. One 457-ft. welded steel plate girder bridge - Clark Fork. (S. E. of Alberton).
228	S 361 (12)	7-15-64	6.6 miles	grade, drain, surface, & plant mix bituminous surfacing. (Girard W. to E.).
247	S 368 (17)	7-16-64	8.7 miles	aggregate, plant mix bituminous surfacing & seal coating. (N. of Glasgow).
248	S 402 (3)	5-15-64	7.8 miles,	grade, drain, surface, plant mix bituminous & seal coat oiling. (N. E. of Culbertson).
250	S 121 (4)	5-15-64	11.6 miles	(1.0 mile grade & drain) aggregate & plant mix bituminous surfacing. (Utica to Hobson).
2	S 322 (7)	5-15-64	6.3 miles	grade, drain, surface & plant mix bituminous surfacing. (E. of Hardin).
303	R AD 7 (1) *	1964	8.7 miles	grading, drainage & aggregate surfacing. (Brooks E.).
304	FHP 59-2 (1) & FL 59 (1),(2)*	1964	8.7 miles	grading, drainage, aggregate & plant mix bituminous surfacing. (S. of Red Lodge).



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LEGEND

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|-----|---|
| 7 | INDEX NUMBER (Details reverse of sheet) |
| U S | U S NUMBERED PRIMARY HIGHWAY |
| 16 | MONTANA NUMBERED PRIMARY HIGHWAY |
| | SECONDARY HIGHWAY |
| 10 | FINANCIAL DISTRICT NUMBER |

PROJECTS UNDER CONTRACT

MONTANA HIGHWAY COMMISSION

DECEMBER 31, 1963 (Includes contracts tel December 18, 1963)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH	TYPE OF CONSTRUCTION AND LOCATION	MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH	TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS					FEDERAL AID PRIMARY PROJECTS				
1	I 15-6 (5) 311 U 1 & I 15-7 (3) 312 U 1	7-1-64	11.6 miles	grade, drain, surface & plant mix bituminous surfacing. (U. S. 91 - Brady S. to N.) .	101	F 33 (6) & F 108 (4)	7-30-64	8.0 miles	grade, drain, aggregate & plant mix bituminous surface. (U. S. 87 - S. of Roundup) .
	I 15-6 (5) 312 U 2	7-1-64	1.0 mile	fencing. (U. S. 91 - Brady S. to N.) .	103	F 152 (7) U 2	8-31-64	One 13-ft. prestressed concrete beam bridge-Milk River. One large structural plate pipe - Indian Service Irrigation Canal. (U. S. 2 - S. of Harlem) .	
	I 15-7 (3) 312 U 3	7-1-64	10.6 miles	fencing. (U. S. 91 - Brady S. to N.) .		F 193 (15)	5-15-64	11.6 miles	grass seeding. (Montana 16 - Medicine Lake N.) .
	I 15-7 (3) 312 U 2	5-15-64	Two	prestressed concrete bridges. One 183 ft. Brady Interchange & one 133 ft. County Road Separation. (U. S. 91 - Brady S. to N.) .		F 135 (18)	5-15-64	0.6 miles	seeding & mulching. (U. S. 10 - N. of Miles City) .
	I 15-6 (6) 311 & I 15-7 (4) 312	7-1-64	11.6 miles	signing & delineation. (U. S. 91 - Brady S. to N.) .	106	F-FG 68 (12) U 1	7-1-64	2.7 miles	(four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U. S. 10A - E. of Anaconda) .
	I 15-6 (7) 311	5-15-64	1.0 mile	seeding & mulching. (U. S. 91 - Brady S. to N.) .		F-FG 68 (12) U 2	5-15-64	four	prestressed concrete beam bridges, dual 70-ft.-Clark Fork & dual-148-ft.-M. RY. (U. S. 10A - S. of Anaconda) .
	I 15-7 (5) 312	5-15-64	10.6 miles	seeding & mulching. (U. S. 91 - Brady S. to N.) .		new-F-FG 68 (8)	5-15-64	1.7 miles	fencing. (U. S. 10A - S. of Anaconda) .
2	I 90-2 (14) 105	7-31-64	472 ft.	of 24 inch R.C.P. Storm Sewer. (Van Buren St. - In Missoula) .	107	F 134 (6)	7-31-64	0.7 miles	grade, drain, surface & plant mix bituminous surface. (U. S. 21 - Laurel S.) .
3	I 90-4 (8) 226 U 1	9-30-65	2.8 miles	four lane divided, grade, drain, cement stabilized base, aggregate surface, plant mix bituminous surface & concrete pavement. (New alignment 190 - Butte S. E.) .	108	F 214 (18)	6-15-64	0.4 mile	grade, drain, aggregate & plant mix bituminous surface. One 65-ft. prestressed concrete beam bridge-Hattlesnake Creek. (U. S. 10 - In Missoula) .
	I 90-4 (8) 226 U 2	5-30-65	2.8 miles	fencing. (New alignment - Butte S. E.) .	109	F 144 (8)	5-15-64	1.7 miles	grass seeding. (U. S. 2 - Glasgow S.) .
	I 90-4 (8) 226 U 3	7-31-64	One 246 ft. prestressed concrete beam underpass - County Road Separation. (New alignment 190 - Butte S. E.) .	110	F 187 (13) F 430 (7) & U 296 (14)	5-15-64	0.1 mile	lighting & signing at intersection U. S. 10, 212, 87 & 312. (U. S. 10 - Billings) .	
4	I 15-4 (6) 186 U 4	5-15-64	4.2 miles	fencing and cattle guards. (U. S. 91 - Helena N.) .		F 149 (19) & F 252 (15)	7-15-64	9.8 miles	grade, drain, surface & plant mix bituminous surface. (U. S. 87 - S.W. of Fort Benton) .
	I 15-4 (11) 182	5-15-64	28.2 miles	seeding & mulching. (U. S. 91 - S. of Helena N.) .	111	F 191 (24)	8-1-65	5.9 miles	grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 93 - S. of Missoula) .
	I 15-4 (15) 186	5-15-64	8.2 miles	signing. (U. S. 91 - Helena N.) .	112	F 217 (11)	10-15-65	9.2 miles	grade, drain, aggregate & plant mix bituminous surface. Relocate portion of highway tracks. (U. S. 89 - S. of Livingston) .
5	I-IG 15-2 (16) 126 U 1 & I 115-2 (2) 126 U 1	9-30-64	4.6 miles	grading, drain, surface, concrete paving, plant mix bituminous & seal coat oiling. (U. S. 91 - Butte S.) .	113	F 217 (11)	10-30-64	5.3 miles	grade, drain, aggregate & plant mix bituminous surface. One 112-ft. prestressed concrete beam bridge - Deer Creek. (Montana 16-N. E. of Glendive) .
	I-IG 15-2 (16) 126 U 2 & I 115-2 (2) 126 U 2	9-30-64	Five	structures. Two prestressed concrete beam overpasses. One 301 & 321 ft. B&W RY. & C&NTRail RR. Three steel & concrete overpasses. One 422 & 484 ft. B&W RY. & Clark Fork. One 264 ft. N. Butte Interchange. (U. S. 91 - Butte S.) .	114	F 245 (16)	5-15-64	1.5 miles	grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - M. RY. (U. S. 10 - In Billings) .
	I-IG 15-2 (16) 126 U 3	9-30-64	2.2 miles	fencing. (U. S. 91 - Butte S.) .		F 228 (19) U 1	9-1-64	0.6 mile	grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U. S. 10 - West Billings Interchange) .
	I 115-2 (2) 126 U 3	5-15-64	0.4 miles	fencing. (U. S. 91 - Butte S.) .		F 228 (19) U 2	9-1-64	0.6 mile	fencing. (U. S. 10 - West Billings Interchange) .
	I-IG 15-2 (16) 126 U 4	5-15-64	Dual 423 ft. steel & concrete overpasses - M. RY. & C&NTRail RR. (U. S. 91 - Butte S.) .		F 228 (21)	5-15-64	1.5 miles	signing, signals & lighting. (U. S. 10 - In Billings) .	
	I 15-2 (19) 126	10-15-64	5.5 miles	grading, delineation & lighting. (U. S. 91 - S. of Butte E.) .		F 246 (8)	10-31-64	6.4 miles	grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 12 - Townsend E.) .
6	I 94-2 (5) 55 U 1	5-15-64	5.5 miles	(4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing. (U. S. 10 - S. W. of Hysham) .	116	new F 28 (3)	5-15-64	5.8 miles	fencing. (U. S. 87 - S. of Grass Range) .
	I 94-2 (5) 55 U 2	5-15-64	6.4 miles	fencing. (U. S. 10 - S. W. of Hysham) .	117	F 149 (20)	6-30-64	0.4 mile	signing & delineation. (U. S. 87 - N. of Great Falls) .
	I 90-3 (13) 180	5-15-64	8.6 miles	seeding & mulching. (U. S. 10 - N. & S. of Deer Lodge) .	118	F 395 (3) & F 395 (5)	6-30-64	1.5 miles	signing & delineation. (Montana 15th St. - In Great Falls N.) .
7	I 90-7 (8) 387 U 1 & I 90-8 (12) 388 U 1	5-15-64	5.9 miles	grade, drain, surface, plant mix bituminous & seal coat oiling. (U. S. 10 - N. of Columbus) .	119	F 235 (25)	5-15-64	7.6 miles	grade, drain, surface, plant mix bituminous surface. One 81-ft. prestressed concrete beam bridge-Otter Creek. (U. S. 87 - N. of Stanford) .
	I-IG 90-8 (12) 388 U 1	5-15-64	4.6 miles	grade, drain, surface, plant mix bituminous, seal coat oil. Frontage roads. (U. S. 10 - N. of Columbus) .		F 235 (31)	5-15-64	4.0 miles	plant mix bituminous surface. (U. S. 87 - N. of Stanford) .
	I-IG 90-8 (12) 388 U 2	5-15-64	5.4 miles	fencing. (U. S. 10 - N. of Columbus) .	120	F 114 (5)	7-1-64	2.4 miles	grade, drain, surface & plant mix bituminous surfacing. (Hysham connection to Interstate) .
	I 90-7 (8) 387 U 3	5-15-64	5.4 miles	fencing. (U. S. 10 - N. of Columbus) .	121	F FG 249 (16) U 1	5-15-64	9.8 miles	grade, drain, surface & plant mix bituminous surfacing. (U. S. 10A - N. W. of Missoula) .
	I-IG 90-8 (12) 388 U 4	5-15-64	4.6 miles	fencing. (U. S. 10 - N. of Columbus) .		F 249 (19)	5-15-64	9.8 miles	seeding & mulching. (U. S. 10A - N. W. of Missoula) .
	I 90-7 (11) 387 & I 90-8 (18) 388	5-15-64	10.5 miles	signing & delineation. (U. S. 10 - N. of Columbus) .	122	F 9999 (1)	1-31-64	119 miles	signing. (U. S. 10, 10A, & 93 - Missoula to Kalispell) .
	I 90-7 (6) 233	5-15-64	15.2 miles	seeding & mulching. (U. S. 10 - N. of Missoula E.) .	123	F 191 (20) U 1	5-15-64	7.3 miles	(2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U. S. 93 - N. of Polson) .
10	I 94-1 (6) 433	9-30-64	6.7 miles	seeding & mulching. (U. S. 10 - N. & S. of Superior) .	124	F 246 (13)	11-15-64	9.2 miles	grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20 S - S.E. of Circle) .
11	I-IG 90-4 (7) 205 U 1	7-1-64	4.5 miles	four-lane divided, grade, drain, cement stabilized base, surfacing & plant mix bituminous surfacing. Frontage roads, rest areas, signing & delineation. (U. S. 10 - S. of Deer Lodge) .	125	F 249 (15)	1-31-64	0.6 mile	grade, drain & slide area stabilization. (U. S. 12 - S. of Garrison) .
12	I-IG 90-4 (7) 205 U 2	6-30-64	Three	prestressed concrete beam structures. One 206-ft. Anaconda Interchange. Dual 211-ft. overpasses - C&NTRail RR. (U. S. 10 - S. of Deer Lodge) .	126	U 227 (6) & F 388 (6)	5-15-64	2.6 miles	street widening, curbs, plant mix bituminous surfacing, traffic signals & signing. (10th Avenue S. by-pass-In Great Falls) .
	I-IG 90-4 (7) 205 U 3	5-15-64	4.5 miles	fencing. (U. S. 10 - S. of Deer Lodge) .	127	F 388 (7)	6-30-64	0.6 miles	highway lighting. (10th Avenue S. - In Great Falls) .
	I-IG 90-2 (10) 110 U 1	7-1-64	4.3 miles	four-lane divided, grade, drain, surface & plant mix bituminous surfacing. (U. S. 10 - N. of Bonner E.) .	128	F 184 (15)	5-15-64	1.0 mile	grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge - Cougar Creek. (U. S. 191 - N. of N. Yellowstone) .
	I 90-2 (11) 114 U 1	9-1-64	4.9 miles	four-lane divided, grade, drain, surface, plant mix bituminous surface. Frontage roads. (U. S. 10 - S. E. of Bonner) .		EXFO 41 (1)* *	1964	9.0 miles	grass seeding. (U. S. 2 - E. of Dodson) .
	I 90-2 (11) 114 U 2	7-1-64	4.9 miles	fencing. (U. S. 10 - S. E. of Bonner) .	133	F 153 (9)	5-15-64	5.3 miles	grade, drain, surface & plant mix bituminous surfacing. (Montana 20 - S. of Jim's) .
	I-IG 90-2 (10) 110 U 2	5-15-64	4.3 miles	fencing. (U. S. 10 - N. of Bonner E.) .	134	F 176 (7)	7-30-64	6.0 miles	plant mix bituminous surfacing. (U. S. 89 - N. W. of Browning) .
	I-IG 90-2 (10) 110 U 3	7-31-64	Eight	structures. Dual 363-ft. Steel Plate Girder-Blackfoot River. Six prestressed concrete beams, dual 153-ft. - C&NTRail RR. Dual 118-ft. frontage road separation. Dual 118-ft. - Turah Interchange. (U. S. 10 - N. of Bonner E.) .	138	F 210 (3)	5-15-64	4.0 miles	plant mix bituminous surfacing. (U. S. 89 - N. E. of Browning) .
	I 90-2 (22) 108	5-31-65	Four	continuous welded steel plate girder bridges - Dual 455-ft. & dual 404-ft. - Clark Fork. (U. S. 10 - N. of Bonner E.) .		F 227 (6)	5-15-64	4.3 miles	grade, drain, surface, & plant mix surfacing. (U. S. 89 - N. W. of Browning) .
	I 90-2 (23) 110	5-31-64	One	245-ft. prestressed concrete beam underpass - U. S. 10. (U. S. 10 - N. of Bonner) .	139	FHP 13-3 (1)*	1964	4.1 miles	grade, drain & base. One 60-ft. reinforced concrete bridge-Bear Creek. One 26-ft. concrete slab bridge-Devil Creek. (U. S. 2 - S. 4. - E. Glacier) .
14	I-IG 90-8 (17) 433 U 1	9-30-64	5.3 miles	four-lane divided, grade, drain, surface, plant mix bituminous surface. High station. (U. S. 10 - Laurel E.) .		F 209 (4)	9-15-64	5.5 miles	grade, drain, aggregate & plant mix bituminous surface. Four 20-ft. concrete bridges. (U. S. 191 - N. of Bozeman) .
	I-IG 90-8 (17) 433 U 2	6-30-64	Eight	structures, two 364-ft. steel overpasses (U. S. 212 - Laurel Interchange) six prestressed concrete beam structures, one 245-ft. county road separation, two 118-ft. Mossman Interchange & three 40-ft.-B&W RY. Canal. (U. S. 10 - Laurel E.) .	140	F 86 (22)	5-15-64	0.8 mile	seeding & mulching. (U. S. 10 - S. W. of Miles City) .
	I-IG 90-8 (17) 433 U 3	9-30-64	5.3 miles	fencing. (U. S. 10 - Laurel E.) .		F 115 (17)	5-15-64	12.0 miles	grass seeding. (Montana 24 - S.E. of Fort Peck) .
15	I 15-8 (14) 357 U 1	11-1-64	12.0 miles	grade, drain, surface, plant mix bituminous surface, rest area & signing. (U. S. 91 - N. of Shelby) .		F 315 (18)	5-15-64	11.4 miles	grass seeding. (Montana 24 - S.E. of Fort Peck) .
	I 15-8 (14) 357 U 2	12-31-64	Two	prestressed concrete beam structures, one 198-ft. - Co. Rd. Interchange, One 118-ft. - Almont Interchange. (U. S. 91 - N. of Shelby) .	145	F 157 (19)	7-15-64	10.9 miles	grade, drain, surface, & plant mix bituminous surface. Widen one 164-ft.-Concrete T Beam bridge to 24-ft. roadway S. Fork Sunday Creek. One 122-ft.-prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22 - N.W. of Miles City) .
	I 15-8 (14) 357 U 3	5-15-64	12.0 miles	fencing. (U. S. 91 - N. of Shelby) .	FEDERAL AID SECONDARY PROJECTS				
	I 15-8 (15) 357	5-15-64	12.0 miles	seeding & mulching. (U. S. 91 - N. of Shelby) .	201	S 311 (5)	8-31-64	0.1 mile	grade, drain, aggregate & road mix bituminous surface. One 213-ft. prestressed concrete beam bridge-Milk River. (S. of Chinook)
16	I 90-2 (16) 81	9-30-64	One	874-ft. welded steel plate girder bridge - Clark Fork. Dual 143-ft. prestressed concrete beam bridges - Nine Mile Interchange. (U. S. 10 - E. of Alberton) .	202	S 58 (6)	8-31-65	1.1 mile	grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded steel plate girder bridge-Flathead River. One 128-ft. prestressed concrete beam overpass - M. RY. (Perma North) .
	I-IG 90-2 (21) 82	11-30-64	One	981-ft. welded steel plate girder bridge - Clark Fork & C&NTRail RR. (U. S. 10 - E. of Alberton) .	203	S 236 (8)	8-30-64	1.2 miles	grade, drain, surface, One 562-ft. riveted plate girder bridge. (N. of U. S. 10 & Montana 47) .
	I-IG 90-2 (21) 80 U 1	11-15-64	4.3 miles	(2.6 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U. S. 10 - E. of Alberton) .	204	S 316 (11)	9-30-64	7.6 miles	grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank) .
	I-IG 90-2 (21) 80 U 2	11-15-64	4.3 miles	fencing. (U. S. 10 - E. of Alberton) .	205	S 318 (4) & S 347 (11)	3-31-65	8.2 miles	grass, drain, aggregate & plant mix bituminous surface. (Ekalaka S.) .
	I 90-1 (23) 75	5-15-64	2.8 miles	seeding & mulching. (U. S. 10 - Alberton N.) .		S 313 (3) & S 347 (10)	3-31-64	8.2 miles	fencing. (Ekalaka S.) .
	I 90-2 (26) 78	5-15-64	2.2 miles	seeding & mulching. (U. S. 10 - Alberton N.) .	206	S 192 (3)	5-15-64	Dual	prestressed concrete beam bridges-190 Separation. (S. N. of Billings) .
17	I-IG 90-6 (2) 309 U 1	5-15-64	5.3 miles	four-lane divided, grade, drain, surface, plant mix bituminous, seal coat oil. Four prestressed concrete beam structures. Dual 113-ft. overpasses-Bear Creek Interchange. Dual 128-ft. overpasses-Troll Creek Interchange. Dual 335-ft. steel & concrete overpasses-M. RY. (U. S. 10 - E. of Bozeman) .		new S 192 (4) U 1	9-1-64	1.0 miles	grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (Connection to N. Billings Interchange) .
	I 90-6 (12) 309	5-15-64	5.3 miles	seeding & mulching. (U. S. 10 - E. of Bozeman) .		new S 192 (4) U 2	9-1-64	1.0 miles	fencing. (Connection to N. Billings Interchange) .
18	I 90-3 (8) 114	5-15-64	4.9 miles	seeding & mulching. (U. S. 10 - E. of Forsyth) .	207	FHP 5-1 (1) & (2) *	1964	13.8 miles	plant mix bituminous surfacing. (S. of Troy) .
19	I-IG 90-6 (9) 276	6-30-64	Dual	735 & 624-ft. prestressed concrete beam structures-C&NTRail RR., M. RY., & Madison River. (U. S. 10 - E. of Three Forks) .	208	S 18 (6)	10-30-64	7.3 miles	grade, drain, aggregate & plant mix bituminous surface. One 112-ft. prestressed concrete beam bridge-Musselshell River. (Twodot S.) .
	I-IG 90-6 (10) 282 U 1	7-31-64	5.0 miles	four-lane divided, grade & drain. Three prestressed concrete beam structures. Dual 158-ft.C&NTRail RR. One 235-ft. Manhattan Interchange. (U. S. 10 - E. of Three Forks) .	209	FHP 11-1 (1) & S 391 - FH*	1964	32.5 miles	grading, drainage & base. Widening of three timber bridges-Lolo Creek. (U. S. 12 - Lolo to Idaho State Line) .
	I-IG 90-6 (10) 282 U 2	7-31-64	5.0 miles	fencing. (U. S. 10 - E. of Three Forks) .	210	S 351 (7)	10-15-64	3.0 miles	grade, drain, aggregate & plant mix bituminous surfacing. One 50-ft. treated timber bridge-Drainage. (Glendive S.) .
	I-IG 90-6 (15) 276	9-28-64	10.5 miles	cement stabilized base, aggregate surfacing, concrete pavement & signing. (U. S. 10 - E. of Three Forks) .	211	EXFO 41 (1) **	1964	15.6 miles	grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75-ft.-Grayhawk Creek & 124-ft.-Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of N. Yellowstone) .
	I 90-6 (11) 287	7-31-64	Dual	163-ft. prestressed concrete beam overpasses-M. RY. (U. S. 10 - E. of Three Forks) .	212	S 218 (7)	6-15-64	1.0 mile	grade, drain, aggregate & plant mix bituminous surface. (Russell St. - S. of Missoula) .
20	I 15-4 (12) 207 U 1	5-15-64	3.4 miles	(2.3 miles four-lane divided) grade, drain, surface, plant mix bituminous, seal coat oil. (U. S. 91 - N. of Helena) .	213	S 301 (13)	7-1-64	5.0 miles	grade, drain, aggregate & plant mix bituminous surface. (N. N. of Havre) .
	I 15-4 (16) 194	5-15-64	12.7 miles	signing. (U. S. 91 - Helena N.) .	214	S 65 (6)	5-15-64	4.9 miles	grade & drain. One 245-ft. prestressed concrete beam bridge - Swan River. (S. of Big Fork E.) .
	I 15-4 (17) 204	5-15-64	3.4 miles	signing. (U. S. 91 - Helena N.) .	215	new S 370 (13)	5-15-64	Reset	239 rods of fencing. (N. of Wilsall) .
21	I 94-4 (11) 119	5-15-64	28.7 miles	seeding & mulching. (U. S. 10 - N. of Miles City E.) .		S 370 (15)	5-15-64	6.7 miles	grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (N. of Wilsall) .
22	I 90-8 (11) 444	5-15-64	Dual	prestressed concrete beam bridges, 185 & 190-ft.-West Billings Interchange. (U. S. 10 - S. N. of Billings) .	216	S 307 (14)	9-1-64	6.1 miles	grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S. E. of Geraldine) .
	I 90-8 (25) 438	9-1-64	6.1 miles	signing & delineation. (U. S. 10 - S. N. of Billings) .		S 389 (3)	5-15-64	2.7 miles	grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop) .
	I 90-8 (19) 443 U 1	9-1-64	1.2 miles	grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U. S. 10 - West Billings Interchange) .	218	S 417 (3)	9-15-64	7.3 miles	grade, drain, aggregate & plant mix bituminous surface. (S. E. of Pientywood) .
	I 90-8 (19) 443 U 2	9-1-64	1.2 miles	fencing. (U. S. 10 - West Billings Interchange) .	219	S 85(00) U 2 & S 85 (3) U 2	5-15-64	Three	prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Prairie Cr. One 71-ft.-Medicine Louge Cr. (Armstead N.) .
23	I 15-4 (18) 210 U 1 & I 15-4 (21) 210	11-30-64	2.1 miles	four-lane divided, grade, drain, surface, plant mix bituminous surfacing & signing. (U. S. 91 - S. of Wolf Creek) .	220	S 192 (7)	9-30-64	3.2 miles	grade, drain, aggregate & plant mix bituminous surface. (N. E. of Laurel) .
	I 15-4 (18) 210 U 2	11-30-64	2.1 miles	fencing. (U. S. 91 - S. of Wolf Creek) .	221	S 129 (8)	5-15-64	7.0 miles	grade, drain, surface, & plant mix bituminous surfacing. (Rapsjele S.) .
	I-IG 15-4 (19) 211	7-31-64	Four	prestressed concrete beam structures, dual 534-ft.-Springs Creek Interchange, M. RY. & Frickly Pear Creek, dual 133-ft.-Lyons Creek Separation. (U. S. 91 - S. of Wolf Creek) .	222	S 401 (3)			

Ernest Neath, Ass't. P.I.C. attended the annual meeting of the Miles City Chamber of Commerce on January 16. At this banquet he presented a large aerial photo of Miles City to the Chamber, on behalf of the Highway Commission.

LEWISTOWN

All the Lewistown gang are proud of their new building, out by the airport. It is hoped that by the time Centerline is 'out,' we will be 'in'. We will advise everyone of the date of the "housewarming," and we hope you can come.

We are happy to report that Pauline (Mrs. Glenn) Learn is recovering nicely from two brain operations performed within 24 hours of each other. She is home now, and doing fine.

Congratulations to Elton M. Strunk, Resident Engineer, on his marriage in December. We understand he and his bride had a wonderful trip to the east coast. They drove on a lot of Interstate highway, both going and coming.

Dick Stoddard, office manager, is now a grandfather. One of his twin daughters, Dr. Alice, is a dentist at White Sulphur Springs, and just recently had a baby girl. His other daughter is an M. D. on the staff of the Jewish Hospital in St. Louis. His new granddaughter is named Diane.

BOZEMAN

John Wisner and family of Bozeman recently vacationed in the east. As part of their activities, they placed a wreath on the grave of the late President Kennedy on behalf of Montana citizens.

At the recent accounting seminar in Helena, Bozeman was represented by Hup Davis, Gunwald Brenden, Florence Hulbert and Edna Osborne. These four said they appreciated the welcome and friendliness of the Helena people.

The lab employees attend lab school in Helena the week of Jan. 13th.

Robert Craig, maintenance employee, has been hospitalized at the Mayo clinic. We all wish him a quick recovery.

WOLF POINT

Word has been received from Walter Koester, retired employee of the engineering department of the Wolf Point Division, that he is convalescing in a hospital. His address is 1125 Harvard St., Santa Monica, Calif., Zip 90403. He would appreciate hearing from any of his former fellow employees.

BILLINGS

The fanfare and ceremony of highway dedications throughout the state this past year stirred the imagination of some of our local personnel. As a result, they decided to dedicate another new stretch of highway where they would be the honored dignitaries.

They sent invitations to all the famous people they knew, such as Christine Keeler, Liz Taylor, Valachi, etc. (but forgot to mail them).

The day for dedication arrived. The ribbon was stretched, the bands were on hand (a feller with a harmonica). The crowd waited. The principal dignitaries made their speeches, the crowd cheered, the ribbon was cut and the Laurel-Mossmain south frontage road was unofficially opened.



The three participants in the ceremony were: 1. to r., Ginny Binkerd, Caroline Lieberg, and Marion Zahn.

Congratulations are in order this month to Paul Love and Duane Homewood. Both men were recently promoted to Division Maintenance foreman and we wish them well in their new assignments.

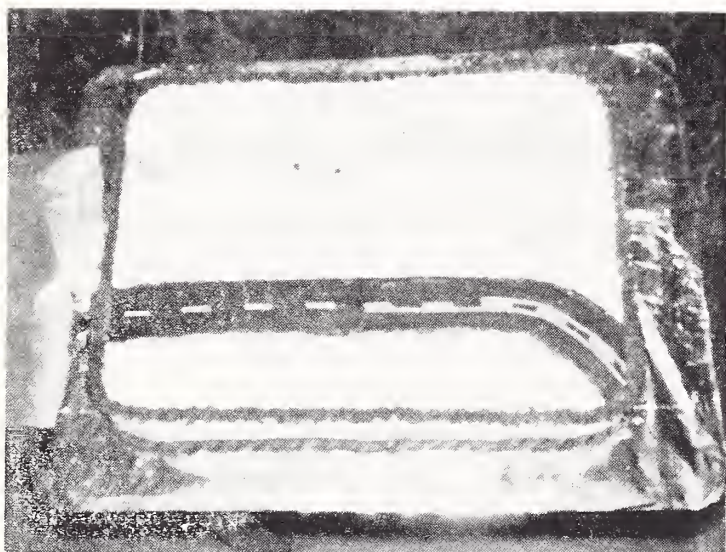
Homer Jackson, Sectionman at Busby, retired Dec. 13th after 22 years of service with

the Department. Homer started as a laborer and had been a sectionman for the past 17 years. We wish him a long and enjoyable retirement.

Our sympathies are extended to the family of George Richards who passed away at his home on Dec. 24th of a heart attack. George had been employed for 4½ years and was a night watchman in the Division Headquarters.

KALISPELL

A special coffee break was held in the Division office on Nov. 8, for the purpose of celebrating the first 40 years of Ray (Pete) Spurzem's Highway service. There were 35 members of the Department present including the Vice-Chairman of the Highway Commission, Stan Halvorson, who congratulated Mr. Spurzem on a successful 40 years and wished him many more.



A beautiful cake, baked by Sandra Heron, a daughter of one of the employees, was of special interest to one and all. On the cake was the past and the present. The past being the roads as they were when Pete first came to work and the present, the modern paved highways of today. This cake, along with coffee and ice cream, was enjoyed by all those present. Pete was also presented with a suitable gift by the members of the department.

Also of interest was a special taping of "This Is Your Life, Pete Spurzem" by Ethel Moore, teletype operator in Helena. A copy of this was autographed by all those present and given to Pete. The following is the text of the message.

This is a day of celebration
In which we honor dear old Pete,
For without him around here
Our day would not be complete.

It was forty long years ago
When he was in his prime,
That he started with the Highway
And has been here all the time.

From chainman to rodman
And instrumentman as well,
And many an interesting experience
Of this work he can really tell.

Then Project Engineer was next
In his ladder of success.
He became Division Engineer
Which he handles with finesse.

So, today we want to honor
"Pete" Spurzem is the man
With forty years of service—
Try to match it, if you can.

DIVISION 5230

First aid classes are currently being conducted in the Miles City Division and by January 31, 1964, all employees in this Division will have completed the standard course which consists of ten hours of instruction. Sincere interest and excellent individual participation have been noted to date.

A short introduction to first aid as it affects our employment is given each group by John F. VanWyck, Division Engineer. Last but not least we take this opportunity to thank our first aid instructors, and fellow employees, Darrel Gudmundson and James Cahill for their effective presentation of this course.

GLENDIVE

The Glendive Division has something to crow about doubly, as we help two MHD daddy's pop their button. At the local rod and gun club's annual presentation of the best fisherman and woman of the younger set, 5-year-old Denise, daughter of Walter B. Devoy, R/W agent, was led to the winner's circle as queen of 1964. She was presented with a Johnson Princess rod and reel (pink in color, yet) and a tackle box full of lures and supplies. A Shakespeare rod and reel, as well as the tackle box of supplies, went to young Loren, son of Ray Dame, who won the title of King.

Congratulations are also in store for Wayne and Chloe Faye Scott, proud parents

of a new daughter, born January 19, and weighing in at 7 pounds 8 ounces. Wayne is a technician in the Glendive Lab.

Tony Scherting, office manager, accompanied by clerk Enton "Babe" Hartze, attended the Seminar in Helena for office managers and clerks. They came back from the January 6-10 meeting quite elated at what they had learned. They feel that an annual meeting would be a good idea in order to exchange ideas, as well as learn short-cut methods.

Kenneth Thompson, M. Dean Knapp, James Hein, and John F. Schrader attended the appraisal school in Helena.

Norman J. Entzel, motor patrol operator, is losing an income-tax deduction when his daughter Sharon Yvonne, will become a bride in July.

Russell A. Evinrude, P. E., in the Baker area, stepped out of his vehicle and broke a bone in his ankle, putting him on crutches for a while. He made the statement that he is getting tired of watching TV and having everyone wait on him. The Glendive gang think that anyone who makes a remark like that, must be some kind of a nut, or something.

Cliff Neiffers little bundle of joy has been in and out of the hospital two or three times this winter fighting bronchial flu, and colds. We hope she is over the worst of it and has regained her vitality and pep.

One of our favorite sectionmen, Elmer "Happy" Welliver, has suffered a heart attack and is slowly, but surely, improving in the N. P. hospital in Glendive. We all wish him the best and hope he will be up and around again real soon.

GREAT FALLS

Congratulations to Gary Franklin and his new bride, the former Ruth Warburton. These young-uns became Mr. and Mrs. in ceremonies performed in the Methodist Church in Billings, December 28, 1963.

Employee loses finger. "Hard Luck" Mc Masters ignored a small blood blister—the bad bugs went to work—and now "Curley" has very little left of a pointer on his left hand. McMasters has just recently returned after

several months hospitalization and convalescence, following a back injury. If it wasn't for bad luck, some people just wouldn't have any!

As is probably a State-wide habit these days—quite a few men in the Great Falls area are sporting beards. It is too soon to comment specifically on what the end results will be, but at the present time a general description could be—they range from Satan-like to Santa Claus types and include most animals between. In fact, some of us have been accused by the Hutterites of being out of uniform!

Pursuant to and in conformance with the results of the Government survey recently released by the Government health department, the following is an observation of the effects this information has produced in the Great Falls Division:

1. Normally cool individuals are actually ill-tempered beasts.

2. Chewing gum can be masticated by denture wearers—not pleasant to watch, but it can be done—and viciously!!

3. For the recent convert there is no subject as important as, "How good I feel, and my, how harmful those cancerous sticks are to you." (Of course, while making these caustic comments, these same individuals are standing around like giant vacuum cleaners inhaling all smoke in the immediate area).

4. Some of these recently "pure," who have trouble counting the days in a payroll period, can at the slightest provocation compute to any future date the savings they are going to accumulate by kicking this nicotine habit. However, these newly rich do not include in these calculations the fact that the "goodies" machines are always empty or that their individual lunch buckets would appease a lumberjack's appetite. (Man—wait till they hear about cholesterol and all them there infirmities associated with obesity)!

For those of us who do not want to admit to being weak-willed and actually enjoy smoking (after all, there are more dead people than anybody) we can console ourselves that actually everybody shouldn't quit. Besides, the economic disturbance that could be caused by

everyone quitting, who'd be left to prove the statistics for the other side? (They aren't positively sure, you know). So—actually we

LOOK OUT!!



You may have seen this on TV, or, you could have had it happen on the highway. Actually, this photo shows a model which was made to use on TV to show the hazards created by dry, powdery snow being whipped

are martyrs similar to those people who were guinea pigs for the anopheles mosquito jazz some years back.

up by a large vehicle. In this case, a moving van is producing the artificial blizzard. The car in the foreground is shown endeavoring to pass the moving van, and because of the limited visibility is headed for a collision with the snow plow in the opposite lane.

Clint Fulkerson, Safety Director, and Ernest Neath, Assistant P.I.C., have taken this TV show around the state, and demonstrated it on KXLTV, Butte; KOOK-TV, Billings; KFBB-TV, Great Falls; KXGN-TV, Glendive; KUMV-TV, Williston, N. D., and KMSO-TV, Missoula.

In addition to these two MHD representatives, a member of the Highway Patrol has been on each program.

After the first of the month, this display will be available should any of the Division offices wish to place it in a store window, or lobby.

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Helena, Montana



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